



**East
Arapahoe**
Transportation Plan

Community Working Group Meeting #4



October 6, 2016



**N NELSON
NYGAARD**

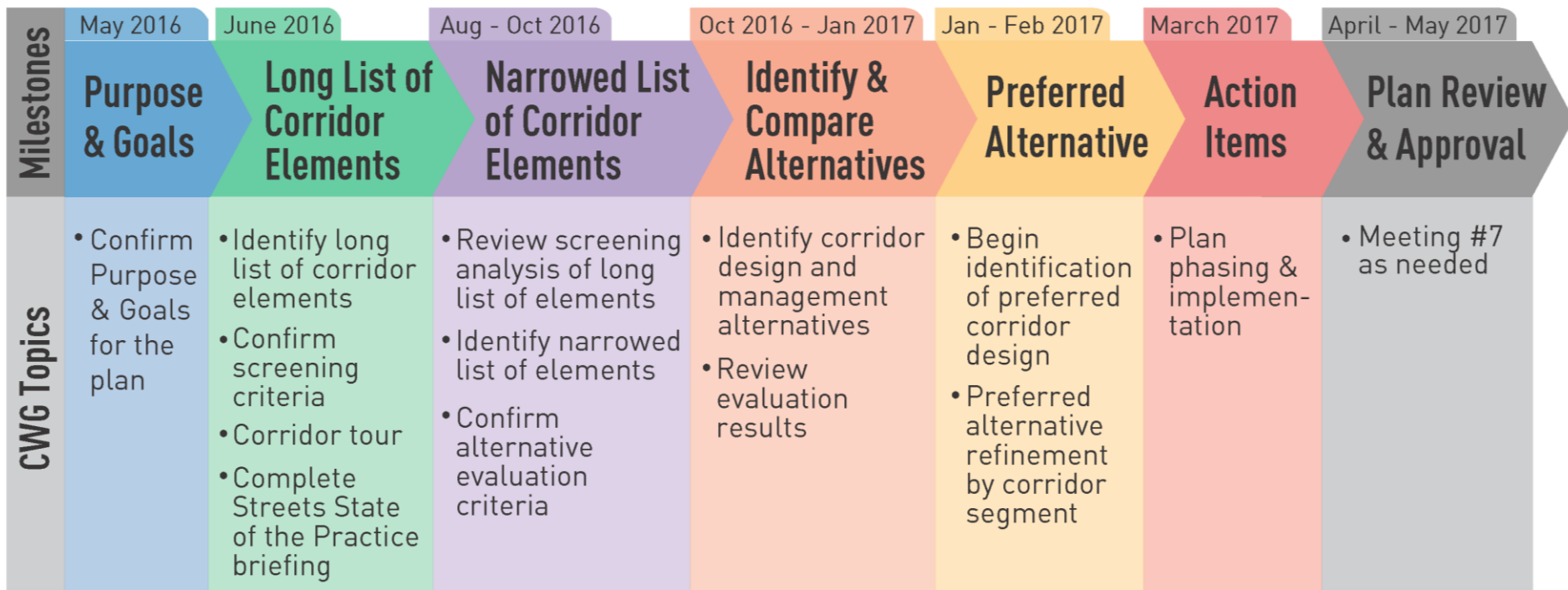
FOX TUTTLE HERNANDEZ
TRANSPORTATION GROUP

FEHR PEERS

Meeting Agenda

- Welcome
- Study Process
- Character Districts
- Working Groups
 - Vision statements
 - Applying Corridor Design Elements
- Debrief and Next Steps

Project Schedule



CHARACTER DISTRICTS

What is a “character district?”

- A term used to describe an area along the corridor, including the street and adjacent land, that has unique:
 - Land uses and/or design character
 - Public spaces
 - Access requirements
 - Mobility functions of the right of way
- Definition is subjective and is not intended to be restrictive or definitional

Pearl Street



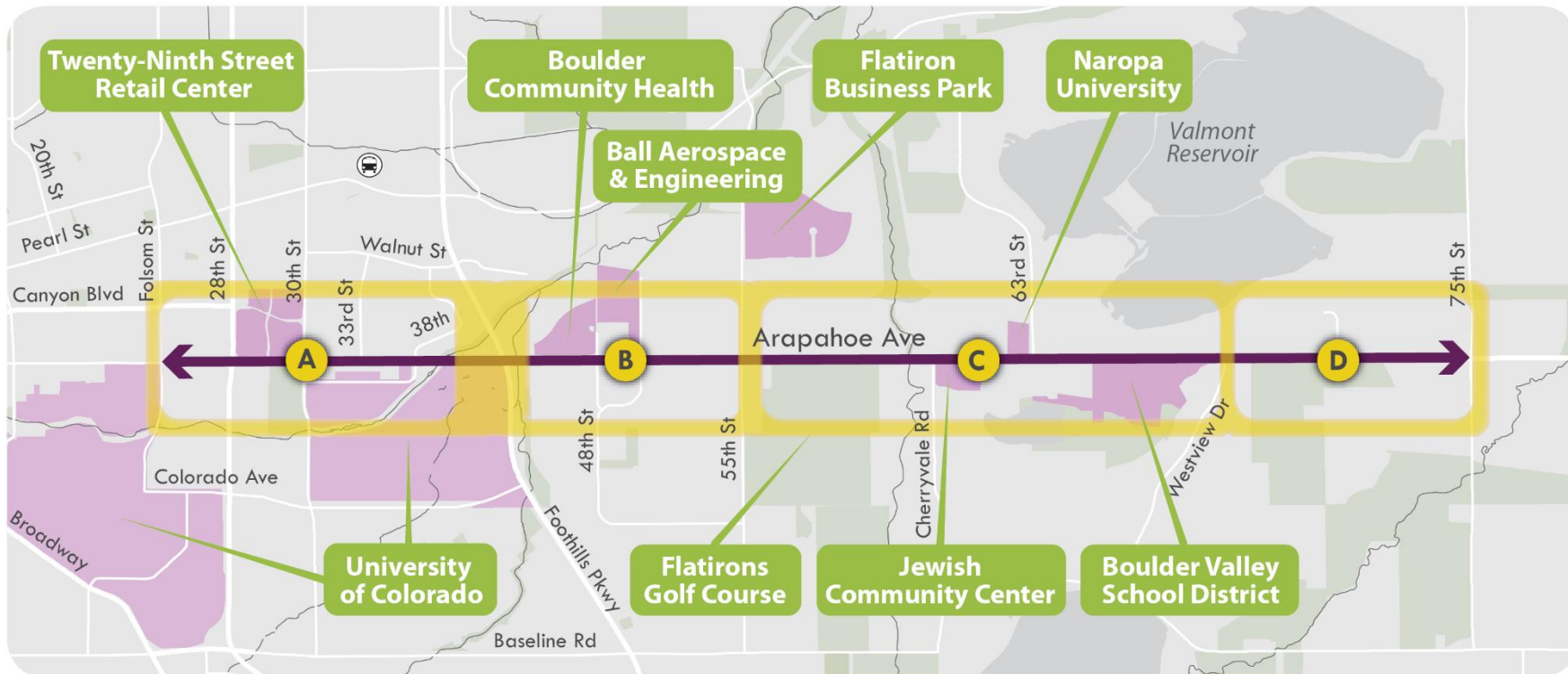
Downtown / Pedestrian



Retail / Multimodal



TOD / Multiway Boulevard



A Folsom - Foothills

Land Use:

Higher density retail and mixed use

Auto:

• 6 travel lanes + turn lanes
• ADT ~ 28,300

Bike/Ped:

Multi-use path with small gaps

Transit:

Queue jumps for buses at selected intersections



B Foothills - 55th

Land Use:

Medium density institutional & light industrial

Auto:

• 6 travel lanes + turn lanes
• ADT ~ 31,300

Bike/Ped:

Multi-use path incomplete on south side

Transit:

No special transit treatments



C 55th - Westview

Land Use:

Low density office, light industrial & retail

Auto:

• 5 travel lanes + turn lanes
• ADT ~ 26,200

Bike/Ped:

• Multi-use path incomplete on both sides
• On street bike lanes

Transit:

Transit lanes east of 63rd



D Westview - 75th

Land Use:

Open space / farmland with clusters of other land uses

Auto:

• 2 travel lanes + center turn lane

Bike/Ped:

• Multi-use path on north side only
• On-street bike lanes or wide shoulders

Transit:

No special transit treatments



Brighton Boulevard, Denver

Character Zones

MAIN STREET ZONE

Streetscape design priority on placemaking, side-walk activity, and pedestrian connectivity. Design priorities include:

- Enable a diversity of mixed-use and industrial users throughout the corridor
- Celebrate the character of River North
- Stimulate activity along the street
- Ensure pedestrian safety and comfort
- Encourage multi-modal transportation
- Provide on-street parking
- Promote slower speeds and an increased number of traffic signals
- Implement safe pedestrian and bike connections across Brighton Blvd. on 35th St. and/or 36th St. to transit station.



EDUCATION, INDUSTRY & DEVELOPMENT ZONE

The streetscape design balances placemaking and multi-modal transportation needs. The character of the streetscape will create a 'front door' for future industrial and educational development. Design priorities include:

- Encourage multi-modal transportation
- Enable a diversity of mixed-use, educational and industrial users
- Celebrate the character of River North
- Ensure pedestrian safety and comfort
- Limit number of traffic signals



NATIONAL WESTERN CENTER ZONE

The streetscape design places a priority on placemaking, as Brighton Boulevard will become the 'front door' to National Western Center and an entertainment destination. Design priorities include:

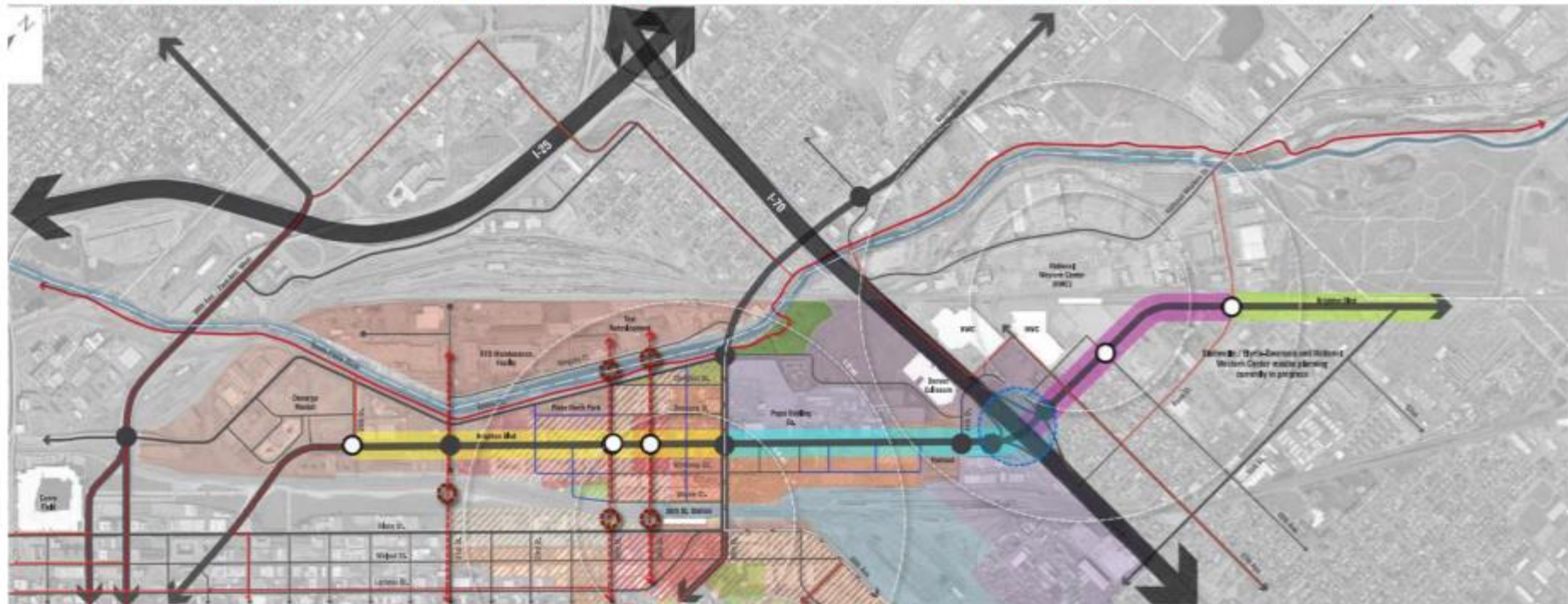
- Stimulate activity along the street
- Accommodate large events
- Ensure pedestrian safety and comfort
- Encourage multi-modal transportation
- Implement safe connections to National Western light rail station
- Provide on-street parking and/or drop-off zones
- Enable wider sidewalks for increased pedestrian activity
- Promote slower speeds and an increased number of traffic signals



NORTHERN ZONE

The streetscape design creates a consistent, welcoming frontage for existing industrial uses and Riverside Cemetery. Design priorities include:

- Encourage multi-modal transportation
- Ensure pedestrian safety and comfort
- Provide on-street parking
- Limit number of traffic signals
- Respect relationship with Riverside Cemetery



Education, Industry & Development Area: Option B

(38th Street to 44th Street)

VISION: EXPANDED STREETSCAPE



- Continuous street tree canopy and streetscape elements create attractive and active gateway to downtown.
- Core streetscape elements (bike facility, street trees, sidewalk and traffic lanes) included within existing ROW.
- Total streetscape width expanded to 86' to accommodate expanded sidewalks and cafe seating areas as existing properties desire and/or redevelopment occurs.
- Continuous cycle track behind curb. Bus passengers and bikes share zone at bus stops.
- Protected left turns not included through majority of area. Signalized intersections at 44th street and 38th street will include protected left turn lanes.

Education, Industry and Development Area: Options Comparison

Streetscape Elements	Phase 1		Vision	
	Option A	Option B	Option A	Option B
Bike Facilities				
On-street bike lane	•		•	
On-street buffered bike lane				
Cycle track		•		•
Pedestrian Facilities				
Continuous sidewalk	•	•	•	•
Expanded sidewalk / cafe zone			•	•
On-street parking				
Roadway				
Center turn lane				
Raised center median				
Roadway expands at signalized intersections			•	•

This diagram illustrates the vision for a typical block in the Education, Industry and Development character area in order to illustrate a broader view of the vision, and the extent of potential adjustment and/or transitions required at intersections.

Figure 16 shows one of two options presented for this Character Area at public meeting 2

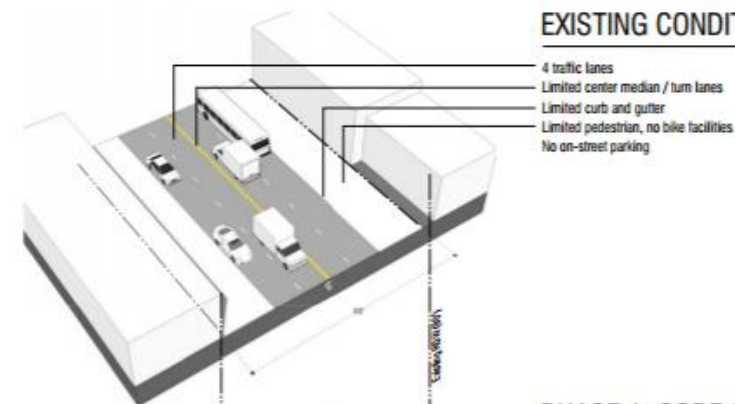
PROJECT
PROCESS/
DESIGN
DEVELOPMENT



Education, Industry & Development Area: Option B

(38th Street to 44th Street)

EXISTING CONDITION



- 4 traffic lanes
- Limited center median / turn lanes
- Limited curb and gutter
- Limited pedestrian, no bike facilities
- No on-street parking

PHASE 1: CORE STREETSCAPE



- Maintain existing 80' ROW width; existing development can remain
- 4 traffic lanes; turn lanes only at traffic signals
- Cycle track behind curb
- Continuous street tree canopy in tree grates
- Continuous detached sidewalk

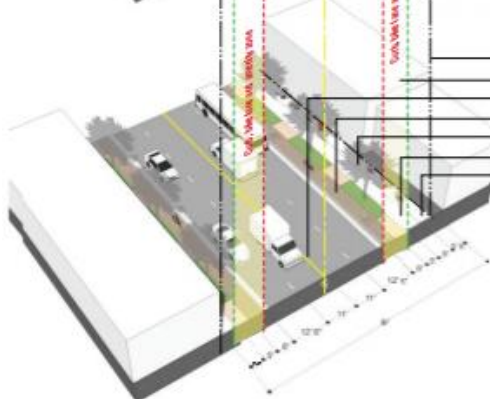
PROS

- Creates a consistent character, and attractive and active gateway to downtown.
- Core streetscape elements included within current ROW
- Includes a cycle track in Phase 1
- Creates continuous street tree & amenity zone throughout corridor
- Curb and street trees in final location, and do not need to be reconstructed for Vision

CONS

- Does not permit on-street parking
- Bus and bikes share zone at bus stops
- Does not provide protected left turns

VISION: EXPANDED STREETSCAPE



- Streetscape width expanded to 86'
- Phase 1 curb and street trees remain, allowing Vision to be implemented incrementally
- 4 traffic lanes; turn lanes only at traffic signals
- Cycle track
- Continuous street tree canopy in tree grates
- Continuous detached sidewalk
- Expanded sidewalk/cafe zone as redevelopment occurs

PROS

- Creates a consistent character, and attractive and active gateway to downtown.
- Majority of Vision elements can be implemented as parcels redevelop.
- Street trees and majority of curb in final location, and do not need to be reconstructed for Vision.

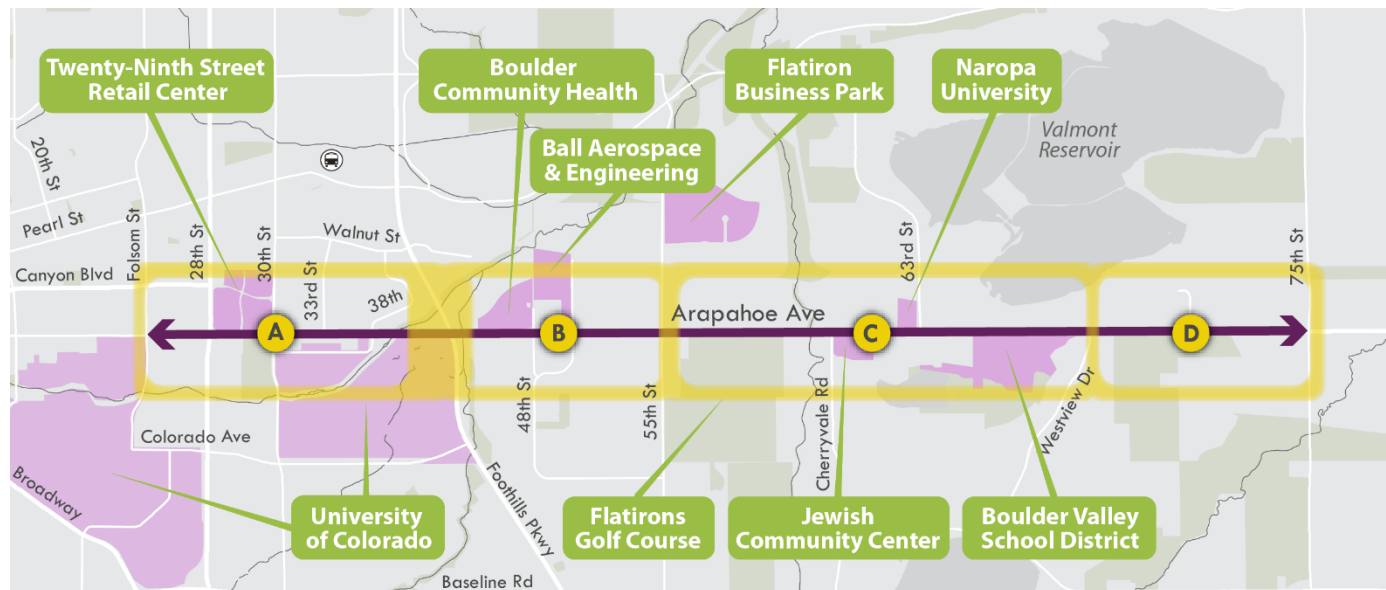
CONS

- Roadway widens for left-turn lanes at key intersections, affecting continuity of streetscape elements.
- No on-street parking
- Bus and bikes share zone at bus stops.
- Does not provide protected left turns through majority of area.

RECOMMENDATION
IMPLEMENTATION



Provide your input



- Where would you propose different boundaries? Why?
- What is unique about each area that hasn't been documented?



VISION & DESIGN ELEMENTS

Working Group Activities

- **Round robin: what makes this character district unique (past, today and/or future opportunity)?**
- Come to agreement on 5-10 words or statements that reflect a “vision” for this district
 - Identify precedent examples that reflect the vision or an element of their vision for this portion of the corridor.
Why it is relevant?
- Use Corridor Design Elements Checklist to indicate which design elements they think should be analyzed, aligned with the groups “vision.”
 - Prioritize using dot exercise

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Thank You!